

October 26, 2022

Westside Multimodal Improvements Study

Steering Committee Meeting

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Agenda

- 1 Welcome and Introductions
- 2 Existing Conditions
- 3 Problem Statement & Evaluation Framework
- 4 Investment Options & Scenario Development
- 5 Revised Charter
- 6 Next Steps & Public Comment



Existing Conditions

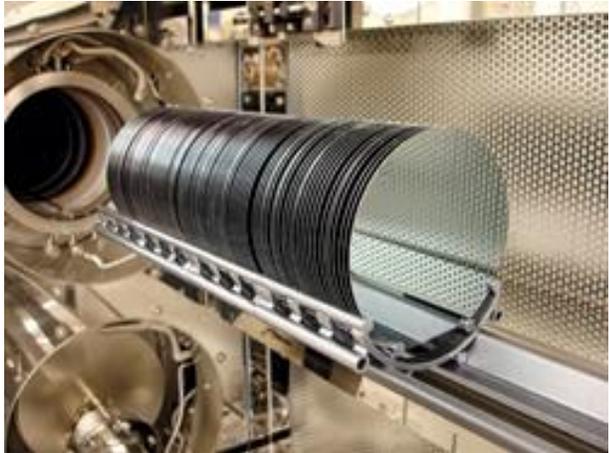
Freight and Regional Exports | High Tech

Oregon exported \$15 billion in electronics in 2021, totaling **60% of the state's exports**, much of that coming from Washington County.

Oregon's **Silicon Forest** – cluster of over 120 tech businesses in Portland region, especially centered in Washington County.

Oregon is home to **Intel's largest facility in the world** and supported by a highly skilled and experienced workforce that drives the company's global R&D.

Oregon is one of a handful of states in the U.S. that specializes in semiconductor manufacturing.



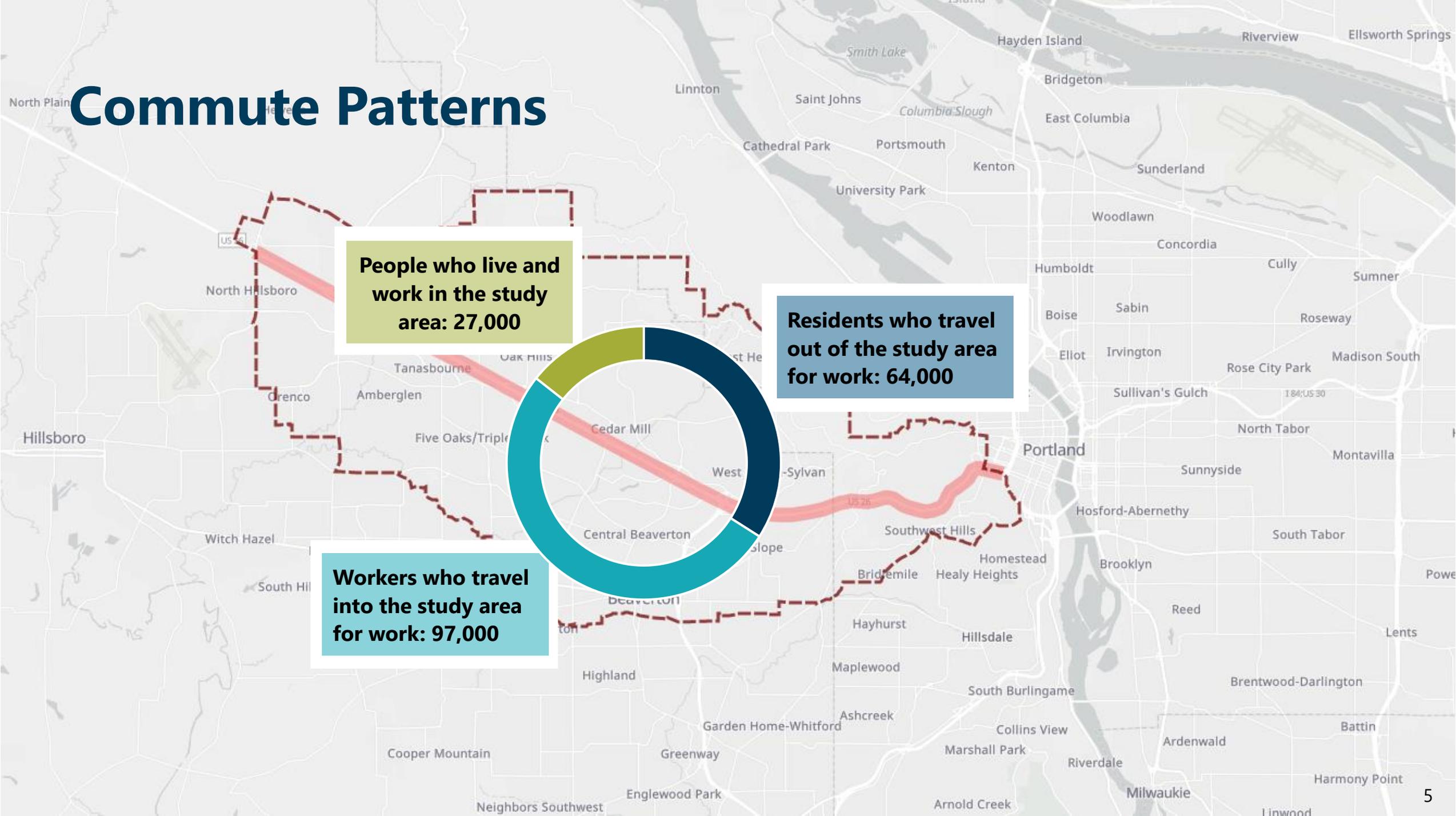
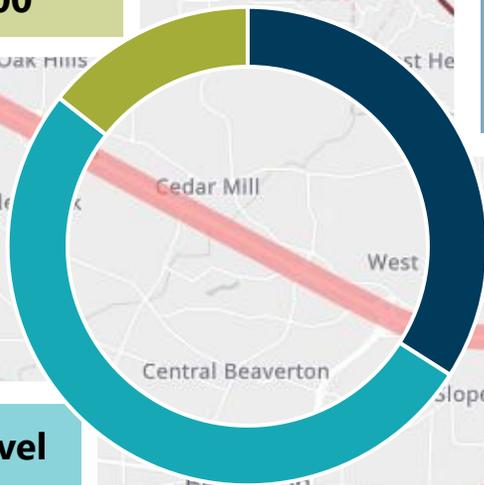
Business Oregon – High Technology Target Industry
<https://www.oregon.gov/biz/programs/homeareas/byboregon/targetIndustries/Pages/tech.aspx>

Commute Patterns

People who live and work in the study area: 27,000

Residents who travel out of the study area for work: 64,000

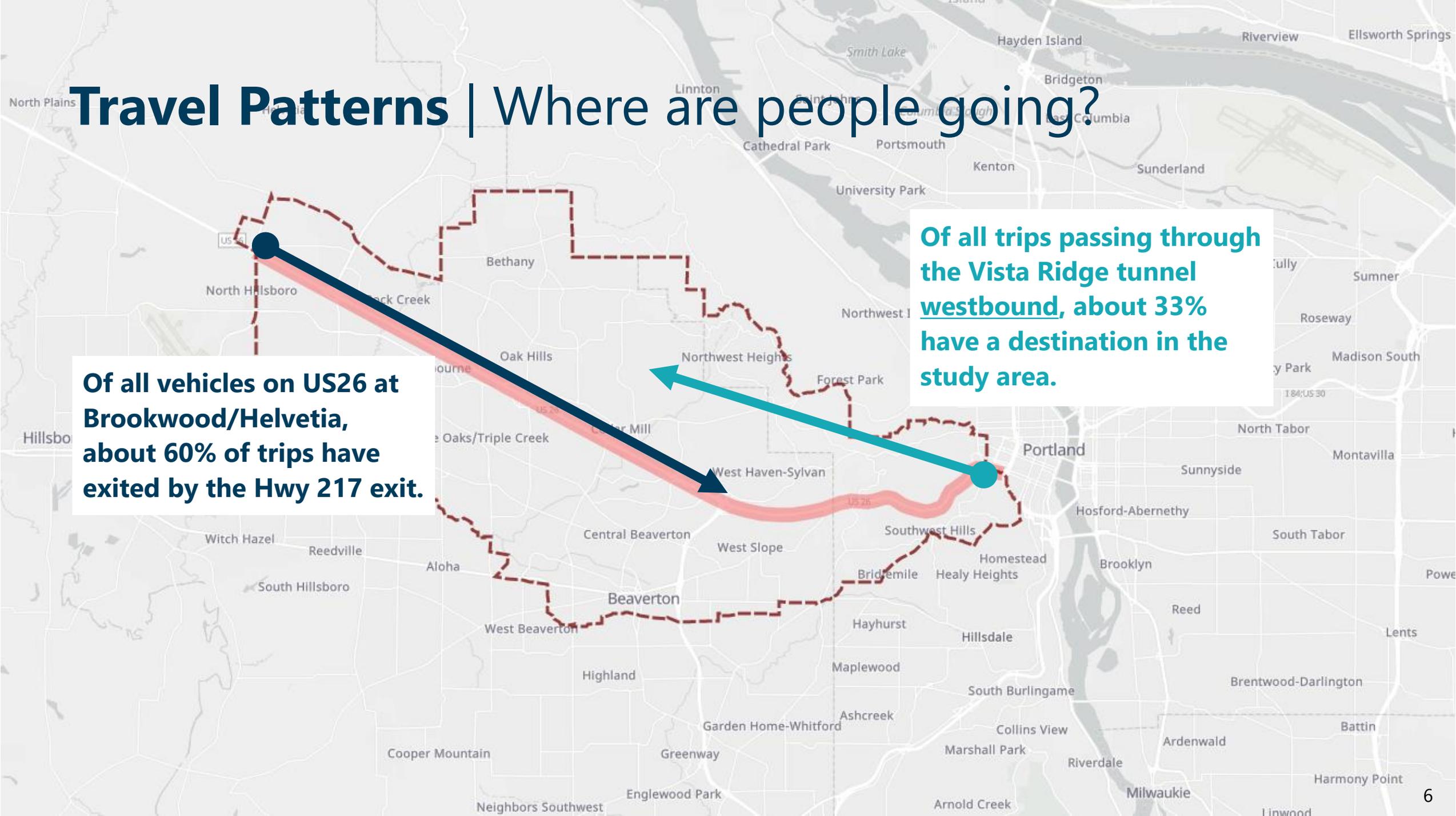
Workers who travel into the study area for work: 97,000



Travel Patterns | Where are people going?

Of all vehicles on US26 at Brookwood/Helvetia, about 60% of trips have exited by the Hwy 217 exit.

Of all trips passing through the Vista Ridge tunnel westbound, about 33% have a destination in the study area.

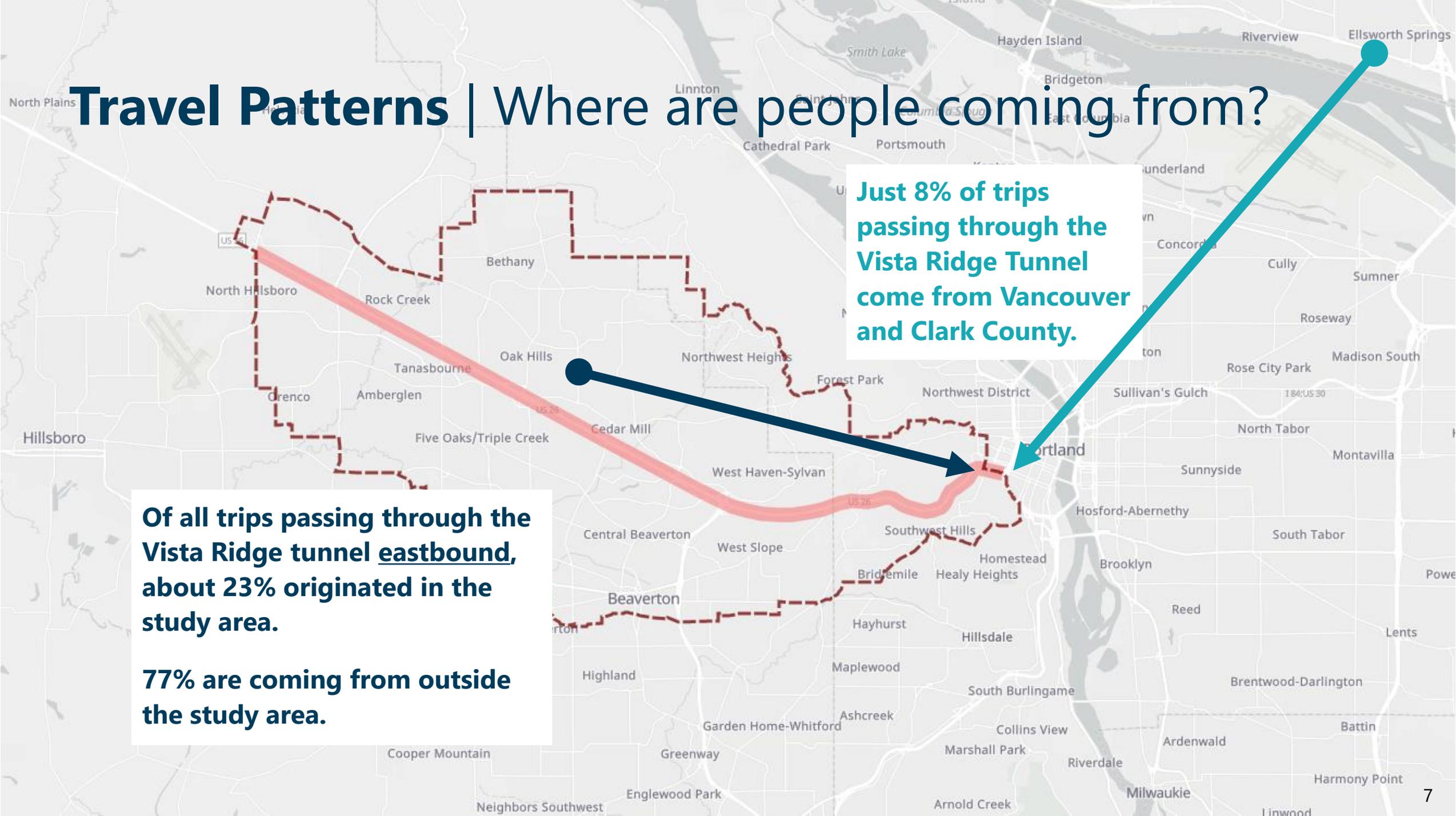


Travel Patterns | Where are people coming from?

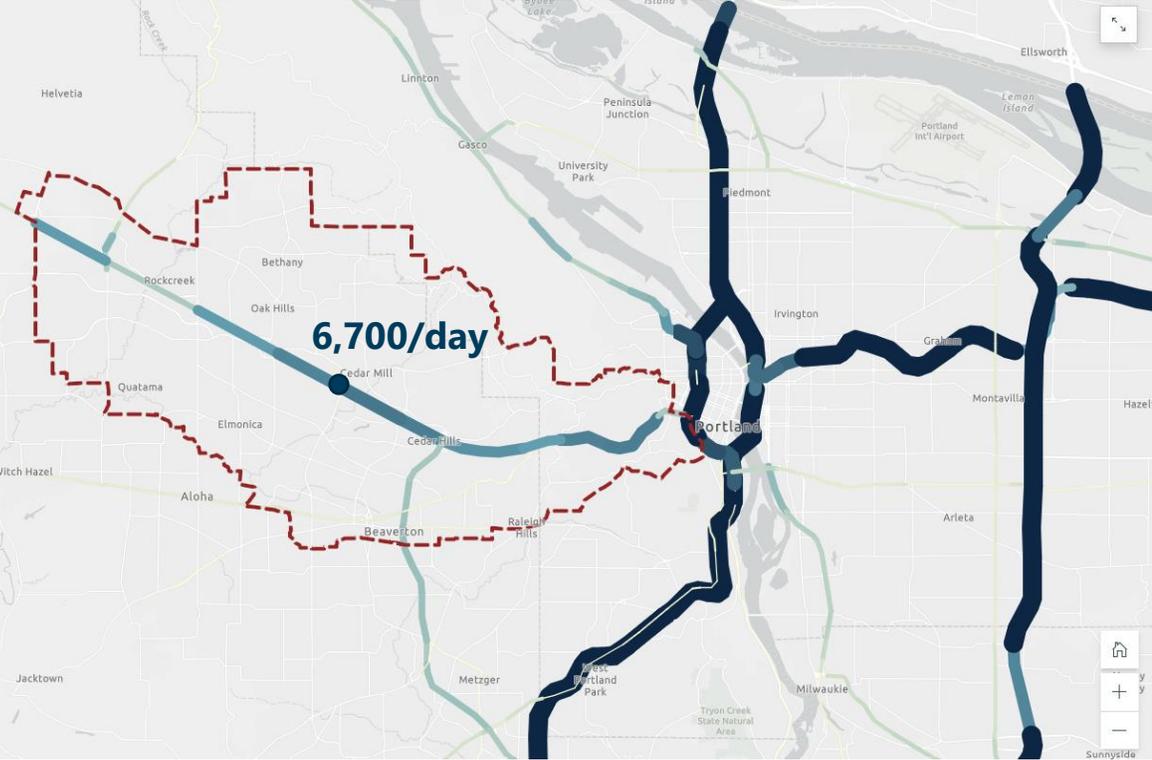
Just 8% of trips passing through the Vista Ridge Tunnel come from Vancouver and Clark County.

Of all trips passing through the Vista Ridge tunnel eastbound, about 23% originated in the study area.

77% are coming from outside the study area.



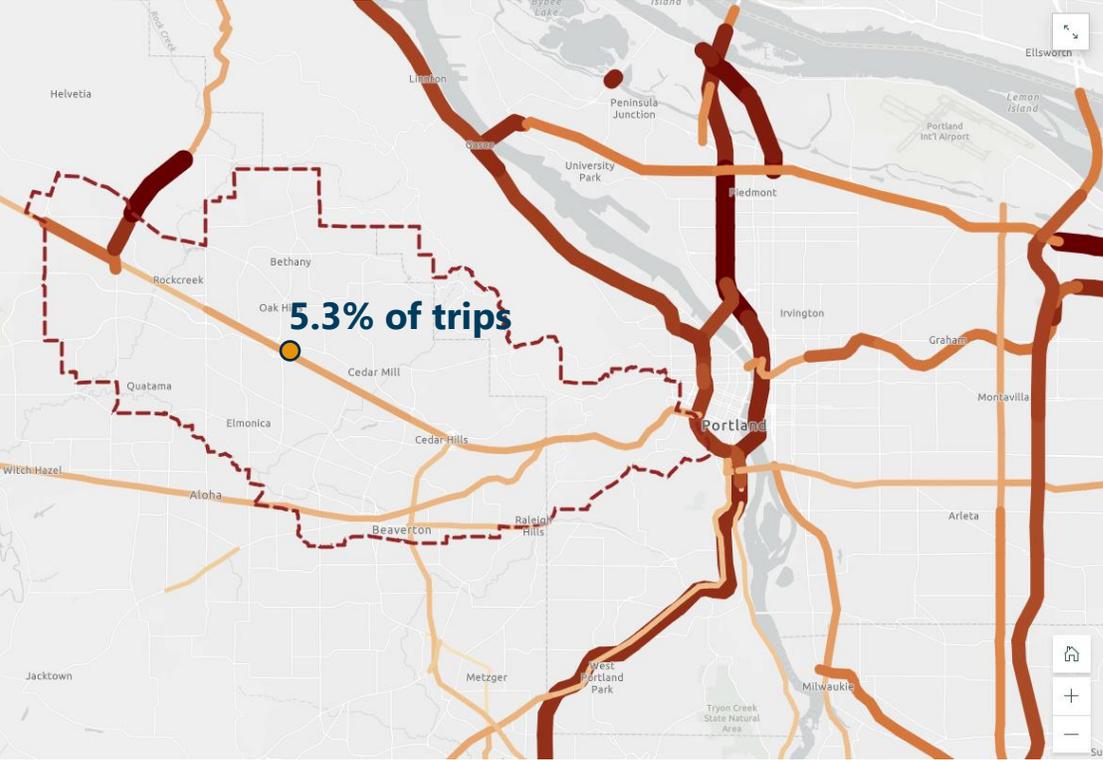
Freight Patterns | Regional Truck Traffic



Total Truck Traffic – AADT

Shows total volume of truck traffic.

Truck volume on US 26 is higher than all other non-interstate highways.



Trucks Percentage – AADT

Shows % trucks as portion of all vehicles.

Portion of trucks on US 26 is low compared to other highways and interstates.

Note the diversion onto Cornelius Pass.

Total trips: 127,500/day

Safety Data | Crashes 2015-19

All Crashes

Total of **15,000 crashes** between 2015-19 (all types)

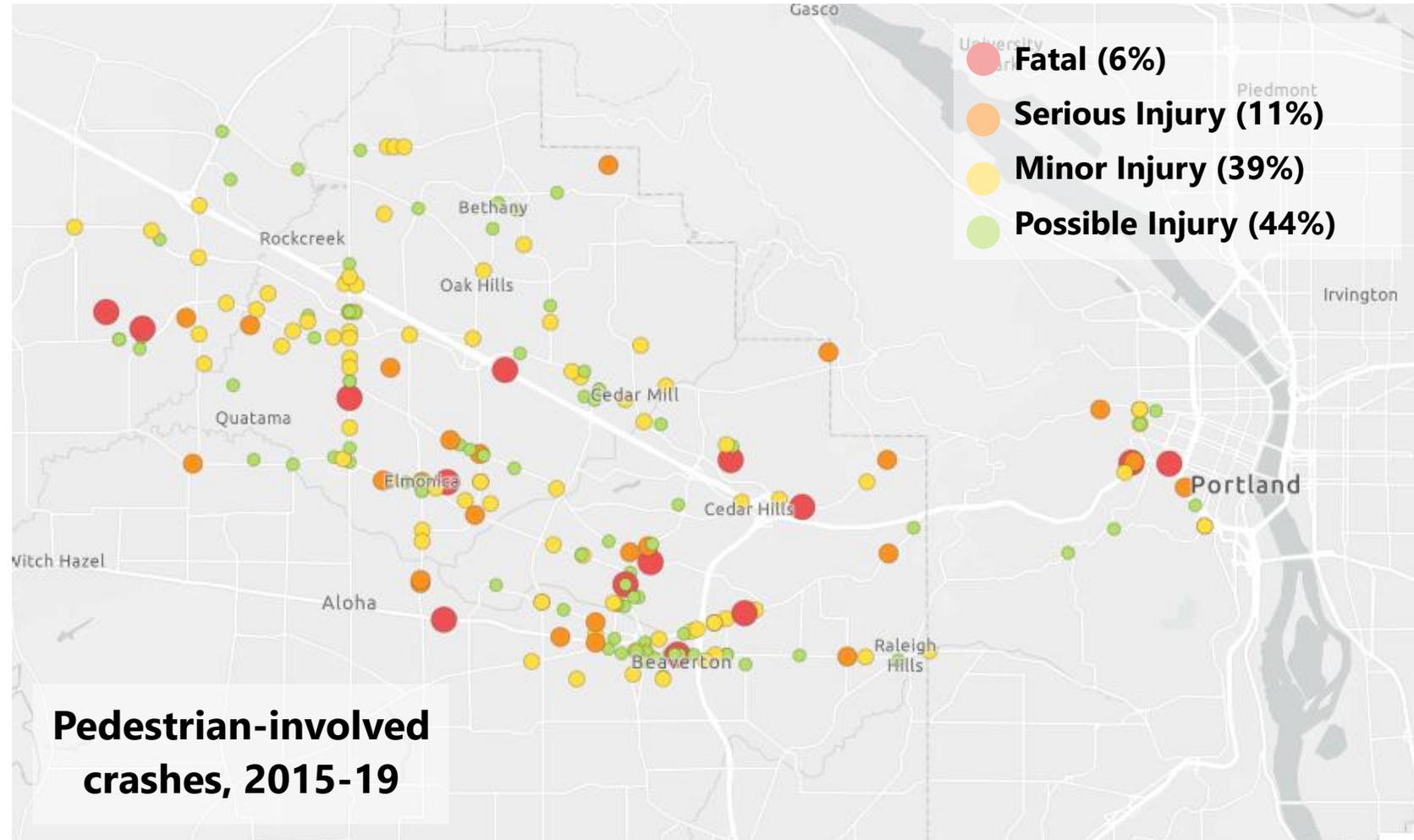
53% of all crashes resulted in injury.

Pedestrian Crashes (shown)

223 crashes involving pedestrians, 100% injury rate; 14 fatalities

Bicyclist Crashes

188 crashes involving bicyclists
100% injury rate; no fatalities



Changes in Transit Patterns – COVID and After

- Since 2020, ridership has dropped throughout the network. **The busiest stops are now at major transfer points** and near places where people are working in-person.
- Since 2020, **ridership declined the least in equity areas and places with many retail and service-sector jobs.**
- Since the onset of the COVID-19 pandemic, the morning and evening **rush hour peaks have largely disappeared.**
- Ridership is now **more distributed throughout the day** and less concentrated in the rush hours than at any time since at least 2008.



TriMet's **Forward Together** service concept, responsive to covid changes in how and when we travel.

Problem Statement and Evaluation Framework

Problem Statement Summary

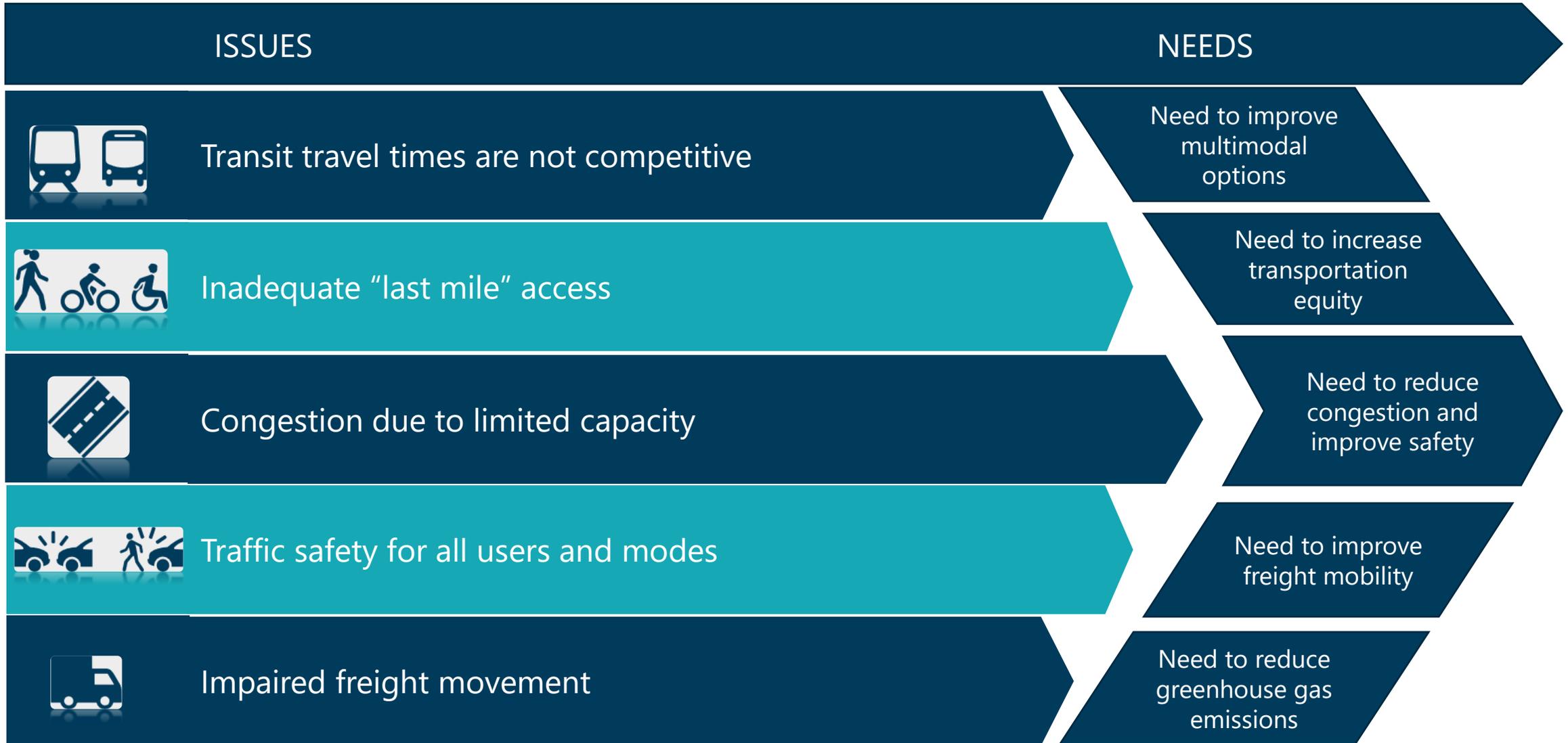
Problems:

- Traffic congestion, increased driving trips and freight travel
- Decline in transit use
- Dispersed and incomplete active transportation networks
- Increasing numbers of total traffic fatalities and serious injuries in the past 5 years.

Problems create:

- Inequitable and environmentally unsustainable system
- Dependence on personal motor vehicle travel
- Vehicle congestion, diversion, and unreliable travel times
- Adverse effects to safety, affordability, and livability
- Impeded economic competitiveness

Revised Issues and Needs



Evaluation Framework

Priority Areas

- Mobility
- Safety
- Social Equity
- Climate Action
- Economic Vitality

Poll and Discussion

Do the problem statement and priority areas reflect the issues and needs that you want to see covered in this study?

1 – totally agree

2 – mostly agree with some small changes

3 – neutral

4 – I have problems to work out

5 – totally disagree

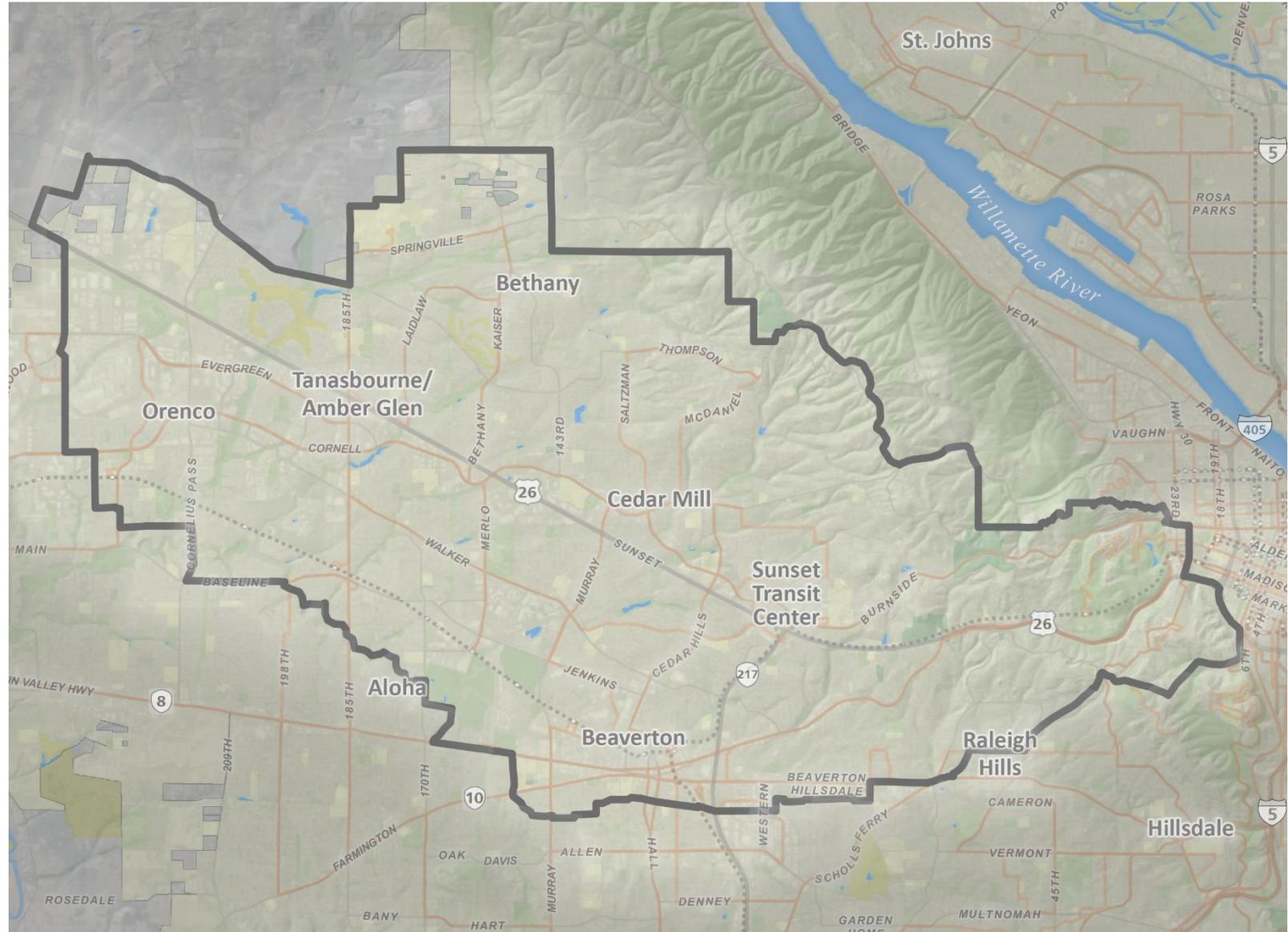
Evaluation Framework



Investment Options and Scenario Development

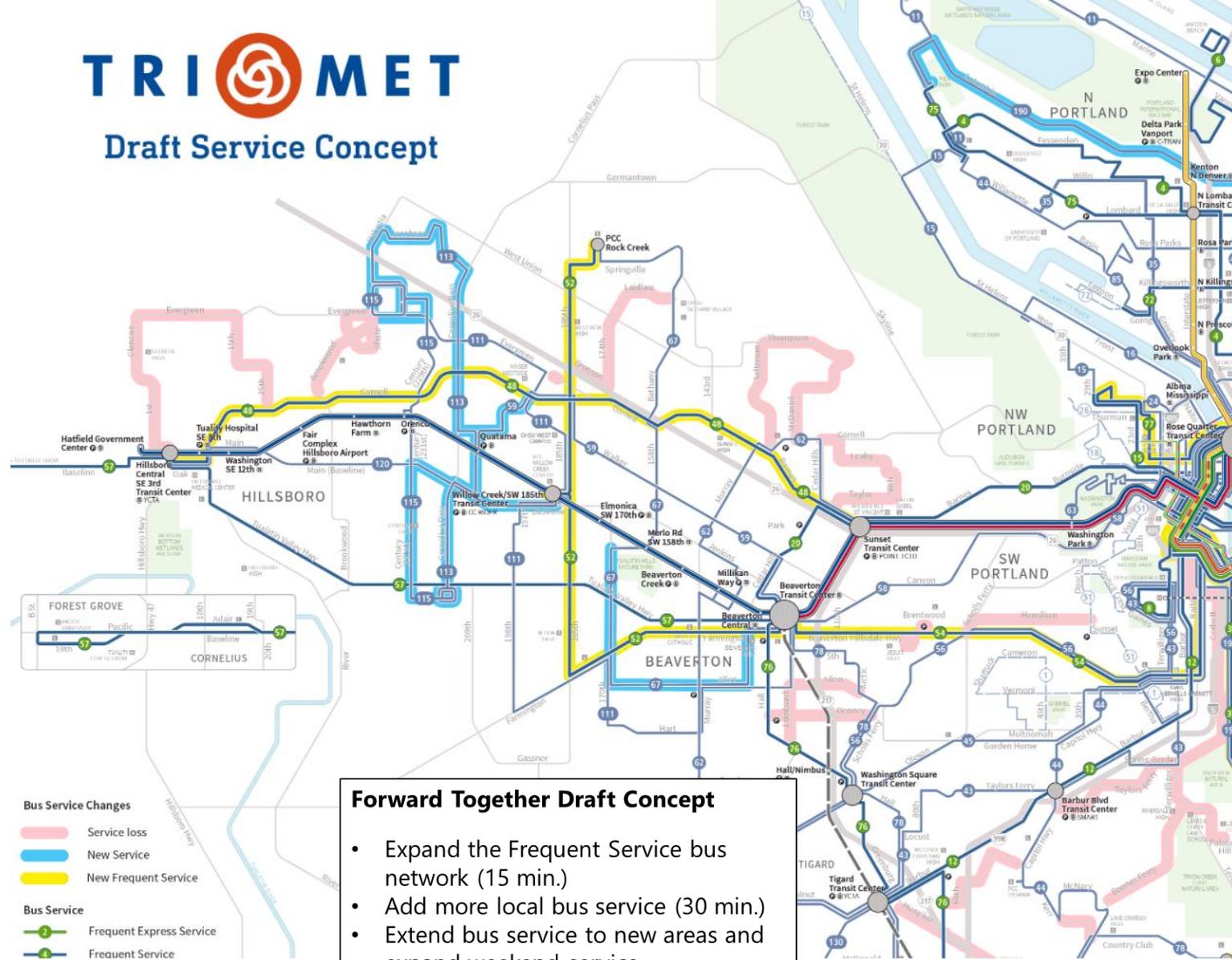
Investment Options

- Existing plans and studies
- Identified over 80 potential projects
- Project Management Group reviewed and augmented



Transit Investment Options

- New or improved frequent service lines or high-capacity transit
- Shuttles &/or Circulators
- Transit speed and reliability treatments



Forward Together Draft Concept

- Expand the Frequent Service bus network (15 min.)
- Add more local bus service (30 min.)
- Extend bus service to new areas and expand weekend service.
- Discontinue under utilized bus routes.
- Add new bus lines serving areas that are currently far from transit today.

Programmatic Tools

- Employee Commute Options programming
- Vanpool program
- Transportation Management Associations



Operations

- Intelligent Transportation System investments
- Bus on shoulder on US 26
- Ramp Meter Bypass for transit &/or freight



Policies

- Access management
- Demand management tools like development codes and parking strategies
- Congestion Pricing

New or Improved Connections

Bike and Pedestrian

- Regional bikeway and trail networks
- Pedestrian districts
- Complete Streets
- Multimodal Hubs



Auto and Freight

- Interchange upgrades on US 26
- New local roadway connections
- Expand Air Cargo at Hillsboro Airport
- Freight Rail investments

Construction

- Widening or reconfiguring US 26 and/or US 26 and I-405 junction
- Widening and new connections to Cornelius Pass Road
- Widening of Burnside/Barnes Road between 23rd
- New tunnel and/or bridge



Public-Private Partnerships

- Washington County bike share feasibility study
- E-scooter study
- Regional carshare feasibility study
- Bike repair hubs and training



Scenario Development

- Investment options will be packaged into scenarios for testing purposes
- Scenario results will help show us what ideas are likely to have merit in addressing the issues, needs and problems
- Scenario outcomes inform study recommendations about what ideas the region should consider advancing

US 26 Operations	Transit Investments
New or Improved bike and pedestrian	New or Improved auto and freight
Policies and Programmatic Tools	Construction

Roundtable



WHAT ARE YOUR TAKE-AWAYS?



DO YOU HAVE QUESTIONS YOU WANT TO HAVE ANSWERED?



ANYTHING YOU FEEL STRONGLY ABOUT?

Revised Charter

Revised Project Charter

- The committee will strive to provide decisions by consensus. Consensus is defined as the point where committee members agree on the most viable option for the group, even if it is not each committee member's personal favorite.
- If consensus cannot be reached on a plan or on a strategy for moving forward, each agency responsible for any proposed element is committed to considering all the opinions of the committee members and determining their respective next steps.



Next Steps

Next Steps

- Presentations to Beaverton City Council & Washington County Chamber
- Business Roundtable: November 16
- CBO-led Focus Groups: Jan/Feb 23
- Online Survey: Winter/Spring 23
- Future Steering Committee Meetings
 - Early 2023
 - Spring 2023
 - June 2023



Public Comment

Thank you!



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